



BY HOWARD S. FISK.

SKIRTING the shores of the Potomac river on the Virginia side is a new road leading to Arlington national cemetery, which is now completed and open to the public. The road is of the macadam type, and is the most direct route to the cemetery. The distance is but two and a half miles from the south end of the highway bridge to the terminus at Arlington station on the electric line. The highway was constructed by the quartermaster's department of the United States Army and the experts from the office of public roads, United

ing: "Six columns erected to the Portico of the War Office, Washington, in 1818, were on the demolition of that building April, 1870, transferred to the gateways of this Arlington national cemetery." One of the main objects in constructing this new highway was to facilitate the passage of funeral trains from Washington to the cemetery, instead of the long route via Georgetown and Fort Myer, Va. It is said that the roads via Fort Myer were often in a dusty condition, especially in the warm weather, which made it unpleasant for those who journeyed across the river. The funeral parties attending the bodies of soldiers and sailors at distant points formerly had to pass through Georgetown, while the new route will save several miles. In addition to this it will relieve the con-

Firestone second tires in the National Capital. ***** Saxon Car Arrives. The first of the Saxon cars arrived here last week, and was placed on exhibition in the salesroom of the Zeil Motor Car Company. As a result of its arrival Manager W. S. Keeler spent a busy week. ***** Studebaker Representative Here. E. G. Douglass, technical representative of the Studebaker Corporation, spent several days during the past week in the National Capital. During his stay here

MOTOR TRUCKS IN THE DESERT

Burns, in the Sage Country. Now Quickly Provisions Itself.

Central Oregon boasts of a sage country known to the westerners as the inland empire. At Bend, the railroad terminates and you may take the stage to Burns, a distance of 150 miles. There you are in the heart of the high desert and the sage plains, 4,000 feet above sea level. To go farther is a matter of individual taste. There are no roads, no

MOTORING TO ARLINGTON CEMETERY VIA NEW HIGHWAY.



ENTRANCE TO ARLINGTON CEMETERY



RAILROAD VIADUCT ON VIRGINIA SIDE

VIEW OF SPEEDWAY FROM HIGHWAY BRIDGE

States Department of Agriculture. The cost of the road was \$42,000.

The road is entirely government property, and with the opening of this new thoroughfare Washington motorists will now be able to motor to the cemetery within a very brief space of time. With the construction of this highway the long detour through Georgetown and across the Aqueduct bridge is eliminated.

Early last Sunday morning, while the ground and roads about Washington and vicinity were covered with a blanket of snow, a party of local motorists journeyed over to the east gate of Arlington cemetery. In the party were Ed B. Terry, who piloted his new Buick "Six" touring car; C. P. Gillem, Robert L. Barber and The Star's automobile scribe. Motoring through the White Lot to the speedway we continued in an easterly direction along the banks of the Potomac river, turning into 14th street and following the electric car line across the Highway bridge. On arriving at the Virginia end of the bridge we turned sharply to the right, picking up the new macadam highway at this point.

After winding around several curves and passing under a railroad viaduct, we crossed the electric car tracks at the extreme southern portion of the cemetery and, bearing sharply to the right, followed the road which extends along the entire east front of the cemetery proper. The road lies between the electric car tracks and the wall surrounding the cemetery and is all that could be desired. There are no grades and each of the three entrances on the east side of the cemetery can be reached within a few minutes after leaving the center of the National Capital. *****

Speed Limit Eight Miles.

Automobiles are permitted within the cemetery grounds, but motorists should abide by the speed limit signs which are posted at each of the gates and state that the speed must "not exceed eight miles an hour." The distance from the center of the city to the east gate of Arlington cemetery is about five miles and makes a desirable run in connection with a motor trip over the roads on the speedway.

There are three entrances on the east side of the cemetery, the main one being at Arlington station, which is the terminus of the new highway. The main entrance is adorned by four tall, gray stone columns of imposing nature. A short distance north of the main gate at the third entrance are two more gray stone pillars, while the entrance to the south of Arlington station, which is the terminus of the new highway, is flanked by two stone pillars of small proportions. Over the main gate is to be found this read-

gation which frequently occurs on the Aqueduct bridge on these occasions.

Service Experts Organize.

The service managers of several of the Detroit automobile factories have banded into an organization for exchange of views and to secure uniformity of methods. George Baldwin of the Studebaker staff is secretary.

In New Quarters.

The Mercury Cyclecar Company, which was temporarily located at 14th and P streets, opened a salesroom and office last week at 1407 14th street northwest.

Leaves Auto Business.

Willis D. Cronkrite, for a number of years connected with local automobile concerns, has been appointed local manager of the John Hancock Mutual Life Insurance Company, succeeding J. E. Kreh, Jr.

Hudson Deliveries.

1914 Hudson 6-40" touring cars were delivered within the past week to the White Cross Milk Company, Capt. D. Le Bret, Bretton garage, Charlottesville, Va.; R. Bachelder and a 6-40" cabriolet to Leo C. May.

Will Handle Tires.

M. T. Pollock, of the Pollock Car Corporation returned a few days ago from a trip to New York and Philadelphia. Incidentally he closed a contract to handle

he was the guest of Col. W. C. Long of the Commercial Auto and Supply Company.

"Elk" Read Here.

W. Elkins Reed, special representative of the Pennsylvania Tire and Rubber Company in the eastern section, spent the week end with his family, having come from the south. He will leave tonight for the north and west.

Franklin Visitors.

C. S. Carris, better known as "Clean Score" Carris, eastern sales manager of the Franklin Automobile Company, and R. W. Murphy of the service department of the same concern visited the David S. Hendrick Company, Inc., during the past week.

Studebaker Deliveries.

1914 Studebaker "four" touring cars were delivered during the past week to C. E. Hunt and F. C. Gideon, a "six" touring car to H. P. Brawner and a "35" coupe to Father G. W. Dougherty.

COMMITTEES ARE ANNOUNCED.

Washington Section of Electric Vehicle Association Names Given.

E. S. Marlow, chairman of the Washington section of the Electric Vehicle Association of America, has announced the following standing committees for the ensuing year: Papers and program—John J. Bartram, chairman, Bartram garage; A. L. Dixon, General Vehicle Company; C. R. Erkman, Anderson Electric Car Company; and C. M. Marsh, Potomac Electric Power Company.

Attendance and publicity—Joseph M. Stoddard, chairman, Cook & Stoddard Company; Arthur Foraker, Potomac Motor Car Company; and C. M. Marsh, Potomac Electric Power Company.

Operating statistics—Barry Mulligan, chairman, bureau of standards; George T. Simpson, Woodward & Lothrop; and H. B. Hart, Jr., Potomac Electric Power Company.

Membership committee—J. A. Sterrett, chairman, Sterrett & Fleinings; and R. B. Emerson, Emerson & Orme, chairman. Emerson & Orme; George Weaver, Cook & Stoddard Company; and E. W. Mollahan, Storage Battery and Equipment Company.

Garage—H. A. Brooks, chairman, Potomac Electric Power Company; C. E. Slaybaugh, Fidelity Storage Company; Otto Jacob, Dupont Garage Company; and George D. Hardesty, Philadelphia Storage Battery Company.

Purchased Chevrolet Cars.

Purchasers of 1914 Chevrolet cars during the past week were C. A. Huston, V. H. Tennant, Fry & Dolz, C. B. Pritcher and O. W. Heatwole, two "Baby Grand" touring cars, and Dr. R. T. Holden, Ray Morgan, O. W. Heatwole and George H. Johnson, "Royal Mail" roadsters.

ARRIVING IN THE OLD DOMINION

trails ahead, just a wilderness of sagebrush.

An event of importance in this region was the announcement that the motor truck had reached Burns. The stage line from Bend to Burns has an equipment composed of three Packard trucks which make the journey eight months out of every twelve, completing about forty trips in this period.

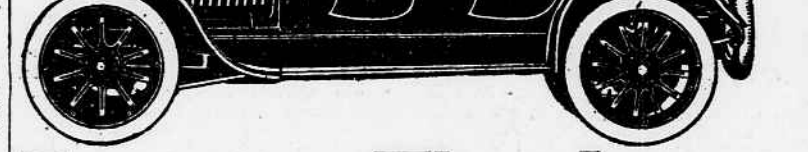
Before the advent of the motor stage line, Burns folks had to carry a supply of provisions for six months. The only means of getting freight there was by horse-drawn freighters that took fifteen days under good conditions. The motor truck makes it possible to put freight into Burns four days after the receipt of the order, one day being consumed by the journey from Portland to Bend over the railroad.

Avoiding Short Circuiting.

A complete short-circuiting of the whole battery can be avoided by suitable insulation. If one of its poles is grounded by design the other pole must be carefully insulated. In that case a short-circuiting due to an interior cause, such as leakage of electrolyte or the breakage of a cell, will never become pronounced. The immediate consequence will be only a slight drop in voltage, and subsequently there will be a slow exhaustion of the battery, by which the trouble will be dissipated if it escaped attention in the first place.

CHANDLER \$1785

Light Weight Six—Built by Men Who Know



Weight, 2,885 pounds, completely equipped, on the scales. Exclusive Chandler motor, finest American development of the long-stroke principle. Imported English silent chains for driving cam-shaft, pump and generator. Self-contained oiling system. Cast aluminum motor base, extending to both frames with pedestals, cast integral, for magneto, generator and starting motor. All parts instantly accessible. F. & S. Annular Ball-bearings in wheels, shafts and differential. Westinghouse Separate Unit Electric Starting and Lighting System. Bosch High Tension Magneto. Chandler floating tire rear axle. Simple, single wire lighting, with wiring run through steel conduit. Mayo Genuine Mercedes Type Radiator. A score of other high-priced features.

Come See the Chandler Warrington Motor Car Co.

Tel. North 1332 1811 14th St. N.W.

CHANDLER MOTOR CAR CO., CLEVELAND, OHIO.

leaving it to the discretion of the judicial officer to determine the punishment which should be imposed in any given case. Thus a severe penalty may be imposed upon a notoriously reckless operator.

"We are firmly convinced that the only method by which reckless operation can be prevented is not by including in the statute many useless regulations, but by making it possible to impose upon the frequent or flagrant offenders a sufficiently heavy penalty to act as a deterrent."

"Upon the integrity of our magistrates, police and other public officials, and upon the general public must depend the adequate enforcement of any motor vehicle act."

Second Bill an Amendment.

"The second bill recommended by your commission is an amendment to section 24 of the highways law. Your commission deem it wise that the fundamental and general rules of the road affecting all vehicles should be made a part of the statute law of the state. It is natural that the fundamental principles of the rules of the road set forth in the enclosed bill should be supplemented in cities of the first and second class by special rules to fit local conditions of congested traffic, etc. It is well, however, that the fundamental rules should be separate and apart from the state law, to standardize the practice in all communities as regards the use of the highways."

Text of Section.

The amendment to the highway law referred to is as follows:

SECTION ONE.

Section 24 of chapter 30 of the laws of 1908, entitled "An Act Relating to Highways," Constituting Chapter 25 of the Consolidated Laws," as amended by chapter 646 of the laws of 1911 and chapter 82 of the laws of 1912, and chapter 30 of the laws of 1913, is hereby amended by striking out section 24 as it reads at present and substituting a new section 24, to read as follows:

(a) Definitions.—The following terms, wherever used herein, except as otherwise specifically stated, shall be defined as follows:

Road.—The term "road" shall apply to that part of any public highway intended for the use of vehicles.

Roadway.—That portion of any road that is included between the curb lines or edges thereof and is designed for the use of vehicles.

Curb.—The outside boundaries of the roadway, whether marked by curbstones or not.

Vehicle.—All conveyances of any kind and description which are used on roads, propelled in whatever manner or by whatever power, except vehicles operated solely on rails.

Pedestrians.—All persons occupying the roads, going or moving on foot.

(b) Rules of the road.

1. All vehicles shall keep to the right-hand side of the road.

2. Vehicles meeting shall pass each to the right of the center of the road.

3. A vehicle overtaking another shall, in passing, keep to the left, and shall not pull over to the right of the road until entirely clear of the vehicle passed.

4. All vehicles turning to the right into another road shall turn the corner as near the curb as practicable.

5. All vehicles turning to the left into another road shall pass around to the right of the center point or intersection of said roads before turning.

6. All vehicles crossing the road in order to go in the opposite direction shall do so by turning to the left.

7. A vehicle shall stand only with its right-hand side to the curb and as close thereto as practicable.

8. Slow-moving vehicles shall keep as close as practicable to the right-hand curb, leaving left-hand space for overtaking traffic.

9. A vehicle shall not be so stopped in the roadway as to prevent the free passage of other vehicles and the use of crosswalks by pedestrians. A vehicle, unless parked, shall not stand backed up at any angle to a curb except while loading or unloading.

10. An ambulance, police, fire, traffic or emergency and United States mail vehicles shall have the right of way when upon public duty.

11. Drivers or operators of all vehicles shall indicate by hand or whip or in some other unmistakable manner their intention of starting, stopping, turning or backing.

12. All vehicles occupying any part of the roadway shall carry lights at night

AUTO LAW PLANNED IN EMPIRE STATE

Bills to Regulate Operation of Vehicles Submitted to the Legislature.

FRAMED BY COMMITTEE AND ACTION REQUESTED

Substitute For and Amendment Of Existing Enactments—Provisions Explained in Detail.

The New York motor vehicle legislation committee has presented a report to the legislature recommending that no action be taken upon a previous report adopted by it in conjunction with the commissions from seven other states in the effort to frame a uniform automobile law, and submits two bills to govern the operation of vehicles upon the highways of the Empire state. These bills, which do away to a great degree with the bulk and complexity of the present law, are now upon their third reading, and may be reported this week.

The text of one of them, in full, will be found below. The context of the other is sufficiently explained by the report of the commission, composed of Samuel W. Taylor, chairman, C. J. Parsons and A. J. Deer, which is, in part, as follows:

"Of the two bills handed to you herewith, one constitutes a general motor vehicle law, and the other an amendment to the highways act."

"Taking up, first, the motor vehicle law, its requirements are, in brief, the registration of all motor vehicles, including motor cycles; the carrying of registration numbers, and payment of a registration fee of \$2 per annum, which is levied, excepting in the case of duplicate numbers for manufacturers and dealers. The provisions as to the registration of motor vehicles are somewhat simplified, and the registration fees are placed at the flat rate of \$2 per annum. This figure is calculated on the basis of the average expense of the motor vehicle bureau."

Regarded as Unjust.

"In our opinion, the exaction of a tax in the form of a registration or license fee, which produces more revenue to the state than is reasonably necessary to cover such expense, is an unjust and improper exaction upon one type of vehicle. We firmly believe that the present system of exempting motor vehicles from taxation as personal property, as an offset to the imposition of revenue-raising registration fees, should be abandoned. We do not deem it our duty to investigate the exact effect which the adoption of our recommendations would have upon the revenues of the state, but submit that the owners of the 150,000-odd motor vehicles registered in the state pay to the state a large proportion of its revenue, in any event, through general taxation."

"We believe that by requiring that all motor vehicles shall be operated with due regard for the safety of persons and property under all circumstances, the proposed law gives the greatest latitude to the enforcer of the law to regard any reckless act, no matter how trivial, as a breach of the statute. Under the proposed law the motorist who drives his machine through a crowded school street at four miles an hour and thus endangers the lives of children would commit a breach of the proposed act to the same extent as the motorist who drives his car at sixty miles an hour. The proposed law does not, by stating fixed speeds at which motor vehicles may proceed in cities, towns, villages, or in the open country, implicitly grant that such speeds are reasonable and proper, when, as a matter of fact, such speeds may, under certain circumstances, be maintained only by those who are reckless and who have no regard for the safety of others."

Limitation of Speed Discussed.

To attempt by statute to determine just at what speed a motor vehicle may proceed with safety to others, under varying conditions and in different places, is futile. It is a matter of common knowledge that, despite our present statutes and ordinances, local authorities have arbitrarily graded the speeds allowed to motor vehicles at various places to suit more nearly the actual conditions.

"Having provided in the broadest language possible for the careful operation of motor vehicles upon the highways, so that every reckless or negligent act will be a breach of the act, your commission has made provision in the proposed act for the adequate enforcement of the law by providing that every breach shall be considered a misdemeanor, punishable by a fine up to \$500 or imprisonment up to one year, or both; or by both."

between one-half hour after sunset and one-half hour before sunrise.

Second Bill an Amendment.

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amount in connection with the operation of vehicles is prohibited.

SECTION TWO.

All acts and parts of acts contrary to or inconsistent with the provisions of this act are hereby repealed.

SECTION THREE.

This act shall take effect January 1, 1915.

Buys a Chevrolet.

Ray Morgan has joined the brigade of automobile owners. He is the latest of the Nationals to purchase a machine, having secured a Chevrolet.

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